

GLOUCESTER AND FISH TREATIES.

How the Fisheries Have Suffered and Benefitted in the Past.

Free Fish from Canada Means Disadvantage for This Port.

At this time when the matter of reciprocity with Canada and Newfoundland is so much in the lime light, and is being officially considered at Washington, anything on the subject is of interest to Gloucester, from the fact that its great staple, fish, is one of the rocks on which at least three other attempts for reciprocity treaties have broken, because of the insistence of our neighbors to the north for the free admission of their fish. The following communication dealing with recent treaties enacted and those attempted but failed, is from the pen of Capt. Sylvanus Smith, and will be found very timely reading.

To the Editor of the Times:—As a commission is about to meet in Washington to negotiate a new reciprocity treaty, it may be well to consider the two we have had with Canada and the three that have been rejected by the senate.

The Provinces, before the treaty of 1855, made an effort to secure free admission for their products, as an offset to the fishery privileges they would give us. At that time, they enforced the fishery laws and many vessels were seized; some perhaps for real fishing, but most of them were taken for technical violation of the laws, of which it is unnecessary to go into detail at this time. Some of them were released because there was not sufficient evidence to hold them and there was much loss to the owners of the vessels and crews.

The government then negotiated a treaty with Great Britain for free admission of Canadian natural products. They, on their part, were to allow us unrestricted use of their in-shore fisheries. At that time there was a large fleet of American vessels fishing for mackerel in the Bay of St. Lawrence and a few fish were caught within the three-mile limit. In the fall of the year there was sometimes very good fishing along the Cape Breton shore and it was convenient to go into the harbors along that coast. During those years mackerel were very plenty in the Bay of St. Lawrence.

The Provinces sent very few cod to this market, their fish being mostly dry cured, and at this time they were not very extensively engaged in the mackerel fisheries, and what few they did send to this market did not affect the price to any great extent. With the large catch of mackerel during these years, and the war of the Rebellion coming on, all branches of business were good.

Reciprocity Treaty Abrogated in 1867.

The treaty, above referred to, was abrogated in 1867. Then began restriction and seizures; many of them without any right or law. Some vessels were released after being tried, not having enough evidence to hold them, with great loss to the owners of the vessels. The feeling then became very intense and Congress gave the President power to declare non-intercourse with Canada if he thought it advisable.

At that time we had the Alabama claims pending, and agreement was made by the Secretary of State and the British minister to arrange for a commission to meet at Geneva to adjust these claims. The Secretary of State at that time was Hamilton Fish, and the British minister was Mr. Chamberlain. It was proposed by the British minister to consider the fishery matters also, and being informed that the fishery matters were to be considered, the Board of Trade appointed a committee to go to Washington to look after our interests, and Benjamin H. Corliss, William Parsons and myself were appointed to attend to that matter, but I did not go with them.

The committee did not find things very satisfactory, as Mr. Fish, the Secretary of State, who was negotiating the treaty, said he did not wish to hear any fish stories, so they did not see him. Mr. Wilson, then senator from this state, received them very coldly, and said he was very busy, but if they wished they could leave any papers they might have and he would look them over later. Mr. Corliss and Mr. Parsons were quite indignant over their reception and in speaking of Senator Wilson later, Mr. Corliss referred to him as that "d— shoemaker."

Commission Which Made the Halifax Award.

The arrangement made by the Secretary of State and the British minister in the fishery matter was a re-establishment of the old reciprocity treaty of 1855, and also that a committee should meet in Halifax within two years to determine how much we should pay in addition, if anything. We were to appoint one commissioner and they one, and the two were to appoint a third. That commission met in Halifax and decided that we should pay to them \$5,250,000 in addition to free admission of their products to this country. At that time they were very desirous of continuing the old treaty without any other concessions. The commissioner who represented us was Judge Kellogg, and the attorneys who represented us were Dwight Foster, Richard H. Dana and Mr. Trescott, and these were all good men.

Under that treaty we had the legal right to fish in all their waters, but practically we could fish only where they might permit us to do so. I will merely mention that we had trouble in Fortune Bay, but there were many others that were not called to the attention of the government.

This treaty was abrogated at the end of ten years by our government giving the two years notice as required by the treaty, and it can be seen how much value we placed upon the privilege for which we paid five and one quarter million dollars.

I think if, at that time, we had had a man like Mr. Lodge to represent us, our committee could have met the Secretary of State, and they would have given him some valuable information on the matter, and that might have saved the nation the amount of that award.

The treaty of 1873 gave great boom to the fishing business in the provinces and our cod fisheries were pursued with great loss, our vessels losing a great deal of money, and the bank fisheries had to be given up as fish were sold as low as \$1.45 per cwt., and much of the catch was sold, after curing, at \$1.75 per qt.

Some cargoes were shipped even to Surinam, where we did not get enough money to pay for the freight and other expenses on the same. Many fishing firms went out of business and the only thing that helped those who remained was the enormous mackerel catch of that time.

Three Succeeding Treaties Failed of Confirmation.

The next treaty that was negotiated was called the Bayard-Chamberlain treaty. Mr. Bayard was then our secretary of state, under the Cleveland administration, and Mr. Chamberlain was the British minister to Washington. At this time the New England fisheries interests met here in Gloucester and appointed a committee to represent all the fishing towns. This committee was sent to Washington to protest against the treaty and was well received.

The senate delayed action and sent a committee to Gloucester to get further information. They met at the Pavilion hotel, now the Surfside, which was opened for that purpose. This committee returned to Washington and reported against the treaty and it was later rejected by the senate.

The next treaty was with Newfoundland, and was called the Bond-Blaine treaty. Gloucester sent a committee to Washington and carefully examined that article with the senate committee, and tried to save it, and it was amended by keeping dry and prepared fish on the tariff list, and to admit all other kinds of fish, green and fresh. They, on their part, were to allow us to purchase bait but were not to allow us to fish anywhere in their waters.

They were also to give us the right to carry in some goods free, which were already on the free list. Gasoline engines were allowed to come in free, on which there was a duty at that time.

This seemed to us a great concession and we tried to save the treaty. It went to the senate as amended and was ratified, and when submitted to Newfoundland that province rejected the treaty as amended and said they did not want any treaty that did not admit all kinds of fish free.

The next treaty was called the Hay-Bond treaty and was on the same lines as the previous one. The terms of this treaty were examined by a committee appointed by the board of trade, who met the senate committee at Washington and told them our views of the article. This treaty was later rejected by the senate.

Then Mr. Bond, or Premier Bond, I should say, prohibited our vessels from buying bait and other supplies, and I think the loss was certainly theirs, as we made other arrangements to our advantage. Many vessels changed their mode of fishing and we got the largest catch of fish that was ever landed, so it will be seen that their loss was our gain.

Canada Now Has Nothing to Offer in Return.

Now, there is a committee from Canada and Newfoundland to consider a new treaty. What shall be our action on the question? Shall we sit quietly and let them make a treaty that would imperil the fishing business of Gloucester? What have they got to offer to the fishing interest to compensate us for free fish? Their in-shore fisheries are a thing of the past. The mackerel catch is at an end. There are no cod caught in-shore, and if we should really attempt to take bait they would prohibit us from doing so, as their fishing people would get nothing in return. They are now receiving a bounty from the Halifax award, which we furnish and for which we have received nothing in return.

I have, before me, an article from the Halifax Chronicle, written by W. C. Smith, of Lunenburg, N. S., in which he takes up the argument and says, in substance, what is necessary to build up the Canadian fisheries and get the captains and crews back to Nova Scotia from Gloucester; also how all the towns would flourish with free fish; great prosperity; everybody to be at work, including caulkers, carpenters, tarrers, teamsters, and handlers of fish, and all the catches of fish coming home to them again. Nature has provided a great natural law of opposite and what is good for them in their fisheries must in the very nature of aforesaid natural law be of corresponding disadvantage to our interest. Is this a pleasant picture to look at? If W. C. Smith is right, then our vessels are to lay along side the wharves or will be sold for what they will bring. Our skinning and cutting establishments will be closed and all the laborers employed in the various branches of this business will be out of work.

I have been in this fighting against free fish for 40 years and have generally been successful. My old associates in this work have passed away, and I hope that this work will now be taken up by younger hands and be fought for the best interests of Gloucester and the New England fisheries.

SYLVANUS SMITH.

BONNE BAY FREEZING UP.

NO ICE REPORTED BUT HERRING
SCARCE AT BAY OF ISLANDS,
N. F.

Recent advices from Bonne Bay, N. F., confirm the previous report that the bay is freezing up. The fishing there is now at an end for the season, and as far as can be learned no vessels have been caught in the ice.

Sch. Fannie A. Smith secured a cargo of frozen herring there and has sailed for home. Sch. Arethusa also loaded there with salt and frozen herring and is homeward bound.

At Bay of Islands, there is no ice except in the Humber, and there is no report of the Gulf ice coming down. Herring are still very scarce and the weather is mild again.

At last reports sch. Avalon is about ready to sail, needing but one more small freezing to complete a full cargo.

RETALIATORY LEGISLATION.

Will Be Asked If United States Requires Masters To Be Residents.

It was stated at the Canadian marine department Wednesday morning that Hon. L. P. Brodeur, while at Washington, would call the attention of the United States government to the recent ruling made by the treasury department respecting licenses issued to masters, mates and other officers of vessels engaged in the coasting trade. The United States statute has for years required such officers to be United States citizens, but until lately the Canadian statute contained no corresponding provision, and citizens of the United States were eligible to be licensed in Canada.

Through the efforts of Mr. Lancaster, the conservative member for Lincoln, parliament was induced a short time ago to require all masters, mates and other officers of Canadian vessels to be British subjects. It was pointed out at the time, however, that many Canadians living in Canada, were licensed in the United States, having taken out their first papers, but not having completed their naturalization. The ruling above referred to construes the United States statute so as to forbid the issuing of licenses except to American citizens residing in the United States. If this ruling is insisted upon further retaliatory legislation may be asked of parliament by the Canadians.

PROVINCETOWN FISHING LOSSES

Smallest Number of Lives Lost Since Inception of Fresh Fish Business.

The record of losses of life and property in the Provincetown fisheries for 1910 shows a very gratifying reduction compared with other years. In January, 1910, the crack fishing sch. Louise Cabral was burned to the water's edge.

In February, Antone Pedro and Alejandro Marezina were drowned by the swamping of their motor fishing boat, which was afterwards found bottom up out in the bay by sloop Rattler.

John Silva was also drowned in the same storm. His body was found under the covering of his capsized launch.

This is the smallest number of lives lost from Provincetown since the inception of the fresh fishing business.

Portland Fish Notes.

Forced by bad weather to stop fishing sch. Evelyn M. Thompson, Capt. Herbert Thompson, arrived at Portland Friday and landed 6000 pounds of fresh fish for the F. S. Willard Co. He was only two days out from Boston but reported the weather as wholly unfit for fishing.

Over half of the Portland fishing fleet is to the eastward. They have been forced to put into Boothbay and Rockland and are waiting favorable winds that will enable them to come west.

Frozen Herring for Halifax.

The British sch. Minnie Cook, Butt, arrived at Lunenburg, C. B., on Wednesday, from Woods Island, N. F., with cargo of 100,100 frozen herring en route for Halifax. The captain reported a very mild winter in Newfoundland, this one being one of the first cargoes of frozen herring exported from there.

Frozen Squid and Bluebacks.

Neal & Cooney this morning received two car loads of frozen squid and bluebacks.

GEORGESMEN HAVE GOOD TRIPS.

AT PRESENT PRICES. THREE
CREWS WILL FARE UN-
USUALLY WELL.

There are three arrivals here this morning, two from Georges handling, with good catches and one from the Newfoundland treaty coast with a fare of salt herring.

All three crafts came in yesterday, sch. Flirt, from Bonne Bay, N. F., with the salt herring cargo, being closely followed by sch. Arbutus with 28,000 pounds of salt Georges cod and 1000 pounds of halibut, and sch. Pauline, from the same line of fishing, with 30,000 pounds of salt cod and 1800 pounds of halibut.

Both the Arbutus and Pauline will make good stocks as salt Georges cod still hold up at fancy prices, \$5.50 for large and \$5 for mediums.

This morning sch. Clara E. Comee arrived here from Boothbay Harbor with 100,000 pounds of frozen herring. The fish are from the freezer there and are for the Gloucester Cold Storage Company and will go in the company's freezer here.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Arbutus, Georges, handling, 28,000 lbs. salt cod, 1000 lbs. halibut.
Sch. Pauline, Georges, handling, 20,000 lbs. salt cod, 1800 lbs. halibut.
Sch. Flirt, Bonne Bay, N. F., 1300 bbls. salt herring, 100 bbls. pickled herring.
Sch. Clara E. Comee, Boothbay Harbor, Me., 100,000 lbs. frozen herring.
Sch. Joseph H. Cromwell, shore.
Sch. Emily Cooney, shore.
Sch. Belbina P. Domingoes, shore.
Sch. Marguerite Haskins, shore.
Sch. Dixie, shore.
Sch. Manomet, shore.

Vessels Sailed.

Sch. Elk, halibuting.
Sch. Cavalier, halibuting.
Sch. Monitor, halibuting.
Sch. Yakima, halibuting.
Sch. Mooween, halibuting.
Sch. Mary E. Silveira, Boston.
Sch. Mary DeCosta, Boston.
Sch. Clara G. Silva, Boston.
Sch. Walter P. Goulart, Boston.
Sch. Frances P. Mesquita, Boston.
Sch. Ida S. Brooks, Boston.
Sch. Emily Sears, shore.
Sch. Rita A. Viator, Boston.
Sch. Annie and Jennie, Boston.
Sch. Maud F. Silva, Boston.
Sch. Priscilla, Boston.
Sch. Jeanette, shore.
Sch. Flora J. Sears, Boston.
Sch. Leo, Boston.
Sch. Valentinna, Boston.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.
Eastern deck headline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.
Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.
Salt haddock, \$2 per cwt.
Salt hake, \$2 per cwt.
Salt pollock, \$2 per cwt.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.
Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.
Georges headline salt cod, \$5.55 for large and \$5.50 for medium.

Sch. Jennie B. Hodgdon Bound Home.

Sch. Jennie B. Hodgdon, recently ashore and leaking at Bay of St. George, N. F., and towed to North Sydney, C. B., where she has been repairing on the ways, has completed her repairs and will sail for home today. The craft was damaged more than was first thought, it being found that no less than 40 feet of her shoe was gone, aft.

Sch. Richard J. Nunan Floated.

The fishing sch. Richard J. Nunan of Cape Porpoise, which grounded last week on Folley Island, off that port, was hauled off by the wrecking tug Saturday. After being patched she will be brought to this port for repairs.

FIFTY TRIPS AT T WHARF.

BOSTON DEALERS HAVE FISH IN
GREAT ABUNDANCE THIS
MORNING.

With no less than 50 fine fares of fresh fish awaiting their bidding this morning, the T wharf fish dealers can be excused from feeling in fine fettle. The fishermen can also feel pretty good, when they stop and think that with 12 big off-shore trips in, besides the market boats, haddock did not go below \$2 per hundred weight for the off-shore brand.

All the off-shore crafts are from the southwest part of Georges and there is little beside haddock in their catches, from 2000 to 5000 pounds of cod each being the size of the catch outside of the haddock. These fares range from 40,000 to 75,000 pounds, sch. Lucania, Capt. Wallace Bruce, having the latter amount.

Sch. Cynthia, Capt. Geoffrey Thomas, who is hustling things as he did last winter, and sch. Conqueror, Capt. Robertson Griffin, who is also in the big trip lime light this season, have 70,000 and 72,000 pounds respectively.

Sch. Pontiac, Capt. Enos Nickerson, one of the shore market fleet, deserted her old grounds and boldly drove to the southwest part of Georges this time, along with the big chaps, and in consequence her fare this morning is 63,000 pounds. Capt. Enos bars no ground and gets the fish wherever he goes.

Capt. Charles Forbes in sch. Rhodora has a big catch, 52,000 pounds and fished on the shore at that. Of the big haul 36,000 pounds are cod and the catch was made on the Maine coast.

Others of the off-shore fleet in with good catches are schs. Robert and Arthur, Virginia, Mary F. Curtis, John J. Fallon, Squanto, Morning Star and Lillian.

The shore boat catches run from 3000 to 17,000 pounds, sch. Gladys and Nellie, Capt. Frank Watts, having the latter amount.

Among the other market boats with fine fares are schs. Catherine D. Enos, Frances P. Mesquita, Mary DeCosta, Rose Standish, Mary E. Silveira, Warren M. Goodspeed, Genesta, Athena Clara G. Silva.

Off-shore haddock sold at \$2 and \$2.25, some fish going to the cannery at the former figure. Shore haddock brought \$3. Large cod sold for \$3.75, for off-shores and \$5 for shore live stock and hake brought \$3 with pollock at \$3 and \$3.50.

Boston Arrivals.

The fares and prices in detail are:
Sch. Robert and Arthur, 52,000 haddock, 5000 cod.
Sch. Virginia, 53,000 haddock, 2000 cod.
Sch. Cynthia, 60,000 haddock, 5000 cod.
Sch. Conqueror, 70,000 haddock, 2000 cod.
Sch. Mary F. Curtis, 40,000 haddock, 5000 cod.
Sch. John J. Fallon, 50,000 haddock, 7000 cod.
Sch. Squanto, 60,000 haddock, 5000 cod.
Sch. Morning Star, 35,000 haddock, 5000 cod.
Sch. Rhodora, 15,000 haddock, 36,000 cod, 1000 pollock.
Sch. Lucania, 70,000 haddock, 4000 cod.
Sch. Pontiac, 60,000 haddock, 3000 cod.
Sch. Lillian, 45,000 haddock, 3000 cod.
Sch. Stranger, 8000 haddock, 300 cod, 200 hake.
Sch. Mary E. Cooney, 6000 haddock, 1000 cod, 1000 hake.
Sch. Priscilla, 3000 haddock, 500 cod, 400 hake.
Sch. Freedom, 4000 cod.
Sch. Florida, 2500 cod.
Sch. Mattie Brundage, 6000 pollock.
Sch. Ida S. Brooks, 3000 haddock, 1100 cod, 2000 pollock.
Sch. Alice, 15,000 haddock, 800 cod, 1000 hake.
Sch. Thomas J. Carroll, 4500 haddock, 500 cod, 1000 hake.
Sch. Rose Standish, 2000 haddock, 900 cod, 8000 hake.
Sch. Mary Emerson, 3000 cod.
Sch. Rita A. Viator, 3000 haddock, 700 cod, 500 hake.
Sch. Mary E. Silveira, 12,000 haddock, 500 cod, 1000 hake.
Sch. Mattakesett, 9000 haddock, 500 cod.
Sch. Olive F. Hutchins, 2000 haddock, 4000 cod, 500 hake.
Sch. Sarah, 6000 cod.
Sch. Annie and Jennie, 2000 haddock, 5000 cod, 500 hake.

Jan. 9.

Jan. 10.

CRAFT FROZEN IN AT BONNE BAY

Gloucester Fleet Escaped the Ice With Exception of Sch. Essex.

Treaty Coast Herring Fishery Has Very Poor Outlook.

The treaty coast herring fishery has a very murky look this morning, for telegrams received during the forenoon indicate that as the season draws to an end the situation grows worse. Sch. Essex is frozen in tight at Bonne Bay, and is good for an all winter stay there and will probably come out when the ice breaks up late next spring. The whole bay is frozen up and there are no herring there. All the other vessels of the American fleet which were there succeeded in getting out except the Essex.

some are being caught and where most of the fleet is at present.

Thus far 32 vessels have arrived home with fares, 29 being from first trip, while four of these have made second trips. Of these home, 19 have come from Bonne Bay and 14 from Bay of Islands. Four vessels have brought frozen herring fares and 29 had salt herring cargoes.

Herring Vessels Yet to Arrive.

The 51 crafts yet to arrive are schs. James A. Garfield, Saladin, S. P. Willard, Oregon, Rob Roy, Ralph L. Hall, Alert, Indiana, Sylvania, Miranda, Annie M. Parker, Fannie A. Smith, Essex, Avalon, Constellation, Ella M. Goodwin, Lena and Maud, Dauntless, Clintonia, Norma, Arethusa, Aloha, Athlete, Arkona, Theodore Roosevelt, Senator Gardner, Tattler, Gossip, J. J. Flaherty, Judique, Jennie B. Hodgdon, John R. Bradley, Veda M. McKown, Priscilla Smith, Lucinda I. Lowell, Gladiator, Alice R. Lawson, Maxine Elliott, Arcadia, Bohemia, Monarch, Olga, Ramona, Meteor, Massachusetts, Premier and Effie M. Prior of this port, Lizzie Griffin of Bangor, Maine; Hiram Lowell and William Matheson of Bucksport, Maine and Thomas A. Cromwell of Boston.

Of the above list schs. Miranda, Fannie A. Smith, Arethusa, J. J. Flaherty, Jennie B. Hodgdon and Arcadia were on the way home Sunday.

The Miranda, Jennie B. Hodgdon and Arcadia have salt herring. Sch. Fannie A. Smith has frozen herring and schs. J. J. Flaherty and Arethusa have part each of salt and frozen herring.

Sch. Avalon, William Matheson, Hiram Lowell are reported nearly ready to sail and the latter two may be on the way by this time.

Higher Herring Prices Urged.

The Western Star says:

"In last Wednesday's issue the Star advocated a higher price for herring. The general price then was \$1.25, although higher prices had previously been paid. On Thursday the price went up to \$2.00 per barrel from the nets in Middle Arm and this week \$2.40 per barrel are being paid in the Humber Arm.

"At Bonne Bay a dollar per basket is being paid for frozen herring, which is equal to \$500 per barrel. Frost is scarce, and it is therefore difficult to cure cargoes."

Sch. Catherine D. Enos, 5000 haddock, 7500 cod, 3500 pollock.
Sch. Viking, 8000 pollock.
Sch. Leo, 7000 haddock, 500 cod, 500 hake.
Sch. Valentina, 2000 haddock, 1000 cod, 1000 hake.
Sch. Motor, 4000 haddock, 1900 cod, 2000 pollock.
Sch. Harriet, 6000 haddock, 2000 pollock.
Sch. Buema, 7000 haddock, 1000 cod, 1000 hake.
Sch. Frances P. Mesquita, 6000 haddock, 8000 cod, 1000 hake.
Sch. Walter P. Goulart, 7000 haddock, 500 cod, 4000 hake.
Sch. Metamora, 900 haddock, 700 cod, 300 hake.
Sch. Gladys and Nellie, 11,000 haddock, 2000 cod, 4000 hake.
Sch. Matthew S. Greer, 5000 haddock, 1000 cod, 1000 hake.
Sch. Flora J. Sears, 5000 haddock, 900 cod, 2000 hake.
Sch. Mary DeCosta, 8000 haddock, 2000 cod, 1000 hake.
Sch. Maud F. Silva, 3000 haddock, 600 cod.
Sch. Warren M. Goodspeed, 9000 haddock, 4000 cod, 1000 hake.
Sch. Genesta, 9000 haddock, 700 cod, 2000 hake.
Sch. Athena, 12,000 haddock, 2000 cod, 1000 hake.
Sch. On Time, 3500 cod.
Sch. Clara G. Silva, 9000 haddock, 1000 cod, 1000 pollock.
Sch. Rebecca, 5000 haddock, 1000 cod, 600 hake.
Haddock, \$2 to \$3 per cwt.; large cod, \$3.75 to \$5; pollock, \$3 to \$3.50; hake, \$3.

Jan. 10.

CANNERS PAID GOOD PRICES.

DESPITE LARGE RECEIPTS AT T WHARF FISHERMEN DID WELL TODAY.

Yesterday there were 12 off-shore vessels at T wharf and today there are 13 more, which is the record for the arrivals of the big fellows in one or two successive days thus far this season. They brought a lot of fish, so many that the market could not take care of them all, quite a number of big fares, the fish all being brand new, too went to the smokers and cannery at \$2 and \$2.15 per hundred weight.

Those which sold to the market brought \$2.25, but with the wharf expenses this was no better than the cannery \$2.15 price. Just compare this smoking and canning prices and think that not too many years ago, \$1.60 was the highest figure that off-shore haddock brought for the season, even to market and that 80 cents and \$1 were common figures. It really does look as though the day of low prices on fresh fish had gone by.

Yesterday, the 50 arrivals brought in a million pounds of fish and this morning 15 arrivals, with only two market boats among them, have about 800,000 pounds. Some of the trips this morning will also go to the cannery and smokers, who were offering \$2 and \$2.15 for the goods. The market boats, which had just a few cart loads of fish got \$3.05 for their haddock. Large cod went at \$4 for off-shores and a dollar better for shores, with hake at \$3 to \$5 and pollock \$4.

Boston Arrivals.

The fares and prices in detail are:
Steamer Spray 70,000 haddock.
Sch. Fannie Belle Atwood, 55,000 haddock, 5000 cod, 1000 hake.
Sch. Georgianna, 65,000 haddock, 4500 cod, 1000 hake.
Steamer Foam.
Sch. Esperanto, 40,000 haddock, 19,000 cod, 3000 hake.
Sch. Stiletto, 60,000 haddock, 6000 cod.
Sch. Vanessa, 50,000 haddock, 21,000 cod, 4000 hake, 5000 pollock.
Sch. Thomas S. Gorton, 75,000 haddock, 5000 cod.
Sch. Harmony, 60,000 haddock, 3000 cod.
Sch. Terra Nova, 70,000 haddock, 2500 cod.
Sch. Josie and Phebe 23,000 haddock, 15,000 cod, 10,000 hake.
Sch. Elmer E. Gray, 55,000 haddock, 4000 cod.
Sch. Regina, 45,000 haddock, 1500 cod, 1000 hake.
A. C. Newhall, 400 haddock, 500 cod, 800 hake.
Sch. Dixie, 2000 haddock, 3300 cod, 1000 hake.
Haddock, \$2 to \$3.05 per cwt.; large cod, \$4 to \$5; market cod, \$2.75 to \$3; hake, \$3 to \$5; pollock, \$4.

BIG HADDOCK FARES LANDED.

SCH. LIZZIE M. STANLEY CAUGHT 85,000 POUNDS IN FIVE DAYS' TRIP.

Sch. Lizzie M. Stanley, Capt. Joshua W. Stanley, came in here yesterday afternoon with a big fare, 85,000 pounds of fresh fish, about all haddock. The craft had been out only five days, so her fish were brand new and caught in double quick time.

Capt. Stanley brought his craft here with her previous trip, and as he is a keen seller and good judge of the market, it is evident that Gloucester is an all right place to sell fresh fish fares even though many do not appear to think so. On both trips the Stanley fared as well as the best at T wharf and better than most of them up there.

This morning the new sch. Valerie, Capt. Albert Larkin, arrived here from her maiden trip, christened in good shape with a fine fare of 85,000 pounds of fresh fish, most all haddock, from the southwest part of Georges. The new craft sailed from here last Wednesday, so Capt. Larkin secured his fare in jig time.

Both captain and crew like the new craft very much and opine that she will be a fine all-around vessel.

During the night sch. Georgie Campbell arrived from Bonne Bay, N. F., with a full load of salt herring.

Several of the market boats which took out at T wharf during yesterday came down during the afternoon and evening.

Another arrival during the night was sch. Preceptor, Capt. John McKay, via Portland, with a few thousand pounds of salt cod. At the Maine port the schooner landed the fine catch of 20,000 pounds of halibut, getting 15 cents per pound for white and 12 cents for gray.

Sch. Arthur D. Story, one of the Georges handline fleet, arrived this morning with a good fare, 20,000 pounds of salt cod and 2000 pounds of halibut.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Lizzie M. Stanley, Georges, 85,000 lbs. fresh fish.

Sch. Valerie, Georges, 85,000 lbs. fresh fish.

Sch. Arthur D. Story, Georges, handlining, 20,000 lbs. salt cod, 2000 lbs. halibut.

Sch. Preceptor, via Portland, 3000 lbs. salt cod.

Sch. Georgie Campbell, Bonne Bay, N. F., 1300 bbls. salt herring, 75 bbls. pickled herring.

Jan. 10.